

From the Albany Atlas and Argus, extra, of Monday.

# DEATH OF HON. WM. L. MARCY.

In the midst of the rejoicings which accompanied the anniversary of our independence, far more animated than usual, and which everything seemed to combine to render joyous and inspiring, the heart of the city was shocked by the announcement of the death of Wm. L. Marcy at daylight. The telegraph office had been closed during the day; and the tidings only reached us by the passengers of the Saratoga train. It was confirmed, with all the particulars, late in the day, and relatives and friends hastened to the scene of death.

The awful suddenness of this event was the more impressive as the honored statesman had been recently named as to receive the congratulations of his fellow-citizens upon the vigorous health which he had carried through so many arduous labors, and to such eminence of position. He had on Friday (the day before his death) visited the city, and manifested a buoyancy of health and an exhilaration of spirits that promised to add many days of honor to a life already full of years and rich in fame.

These hopes were vain, indeed; and the next day the distinguished object of them was destined to answer the toll-call to which Jefferson and Adams and Monroe had been summoned to respond on the anniversary of the national independence. Few men had been so honored by his country; few had been so popular by their signal services.

He was descended from a patriotic family of New England, which had served with distinction in the French colonial war and in the struggle for independence, and was born December 12, 1776, in Scarborough, (now Southbury), Massachusetts. He graduated at Brown University, Rhode Island, in 1800, and came to Troy to commence the study of the law. The war of 1812 broke out as he was preparing to practice his profession, and he volunteered his services to Gov. Tompkins, and served as lieutenant in a company of light infantry, in which he served with gallantry and efficiency. It was the fortune of this company to take the first prisoners and to capture the first flag won by the land forces in that war.

He was the efficient supporter and the confidential friend of Mr. Van Buren, and, encountering the hostility of the Clintonians, he was in 1818 removed from the office of recorder of Troy, to which he had been appointed by Gov. Tompkins. But he was immediately nominated to the office of adjutant-general; and, upon the reorganization of the State under the constitution of 1821, he was chosen comptroller. In 1829 he was appointed justice of the supreme court, which he resigned in order to take a seat in the United States Senate, which place he again resigned, in order to accept the post of governor, to which the people had elected him, and which he held for three terms, and in which he won a reputation for administrative talent and a popularity that ever afterwards associated his name with that office. Even his distinguished career as the War Secretary of President Polk, and the world-wide reputation he achieved as Secretary of State of President Pierce, did not efface, in the minds of the people of New York, the recollection of his ability as governor.

His talents were eminently administrative. He had been an able judge and an eloquent senator, but as comptroller and governor of this State, and in the national cabinet, he exhibited a mastery of office that was equal to every emergency.

His demarcation of the financial policy of the State, as comptroller, and his messages as governor, can be looked back to now as memorials of his wisdom and foresight; and even the most radical of the democrats who opposed the legislation of the closing years of his State administration can find nothing in his messages or State papers that could encourage a legislative departure from the right policy of his predecessors.

The same grasp of mind and power of commanding details which distinguished his career in the State marked the discharge of the duties of the War Department under Polk, and of the Secretaryship of State under Pierce.

In the first of these administrations he was associated with Mr. Buchanan, but the conduct of the war with Mexico fell peculiarly under his direction, as did the negotiations for peace under that of his distinguished colleague, and the promptness, vigor, and completeness with which he discharged his office has, perhaps, never been sufficiently appreciated. The war which the two greatest nations of Europe carried on in the Crimea, which revealed so many imperfections of home administration, and which led to such inconclusive results, has since afforded us a standard of administration, and judged by it the American cabinet stands far above that of Europe in its foresight and comprehensiveness, its vigor in action, and its grasp of results. Nor in the diplomacy which it was the office of Secretary Marcy to preside over, under the administration of President Pierce, did the reputation of the country suffer by the comparison with the highest standards of European statesmanship. His capacity was as signal in the administrative arts of peace as of war.

He was not a mere politician. His mind had been cast in the larger mould of statesmanship; and he loved to grasp and handle the great question of governmental interests and of national controversy. The State papers which emanated from his pen are admirable in style, and bear the evidence of thoughtful and vigorous man. He was in earlier life a frequent contributor to the press; and he first unfolded his talents and obtained his reputation as a writer in the columns of this paper.

But he had a life apart from the public, to which his family and friends alone had access. He had hedged in around and kept it sacred from intrusion by an austerity of manner, and an exterior coldness, that sometimes led to a misapprehension of his character. But that home circle revealed his finest attributes—his gentleness, his gentleness and simplicity, his constant good humor, his love of friends, his playful wit, and the charms of a conversation enriched by study and experience.

He was fond of good books, and showed the sincerity of his love by his constancy to favorite authors; recurring year after year to the old British classics, and invigorating his mind and refreshing his style by draughts from the pure wells of English literature.

Nor was he unacquainted with the Greek and Roman authors, or the language and literature of the continent. We were a specimen of his love of country. His love of his party was the legitimate outgrowth of that sentiment. He had owed much to the democracy, and they much to him. His friends had hoped to see him placed at the head of the administration, and in the convention of 1852 he was one of the leading candidates. Nor did the ambition of his friends cease after that contest; but he refused to second their wishes by any overtures or endeavors of his own; and was contented to retire to private life when he saw the policy of the democratic party vindicated and sustained by the election of Mr. Buchanan.

He died amid the soothing emotions which the anniversary of independence may be supposed to inspire in the heart of a patriot. His end was calm and serene. It was literally that of one

Who folds the drapery of his couch about him, And lies down to pleasant dreams.

THE LAST EMBELLISHMENT OF GOVERNOR MARCY.

Governor Marcy was spending a few weeks at Ballston, previous to his departure with his family for Europe. On Friday he visited Albany, calling on Mr. Corning and other friends, and stopping at Troy to see his daughter. He had owed much to the democracy, and they much to him. His friends had hoped to see him placed at the head of the administration, and in the convention of 1852 he was one of the leading candidates. Nor did the ambition of his friends cease after that contest; but he refused to second their wishes by any overtures or endeavors of his own; and was contented to retire to private life when he saw the policy of the democratic party vindicated and sustained by the election of Mr. Buchanan.

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## GENERAL SUMMARY.

The New York Herald of yesterday morning:

The city was tranquil yesterday, the presence of the military having doubtless had the effect of repressing whatever riotous disposition may have remained in the "dead rabbits" and "rowdy boys." From carefully prepared tables of the names of the killed and wounded during the riots of Saturday and Sunday, it will be seen that the outbursts were more serious than were at first anticipated. Two of the injured persons died yesterday, namely: Wm. Buckley and Timothy Higgins, and it is quite probable that others will die before sundown to-day. The tables referred to give the following figures:

Number of killed..... 43  
Number of wounded..... 43

Total..... 86  
The number of deaths (looking to the far distance) did not exceed twenty-five. Thirteen of the prisoners were captured in the Sixth Ward, and the remaining twelve were taken into custody in the upper part of the city. The coroners continued their investigations yesterday, but made very little progress. One of these officials loudly complained of the inefficiency of the metropolitan police authorities in not adopting more stringent measures in preventing the inquiry as to who the parties were that participated in the riots. In two instances this further has been unable to trace the fatal shooting to any particular individuals.

THE BALTIMORE AND OHIO RAILROAD.—The solid business according to this road from the opening of the Ohio and Mississippi are very perceptible in the receipts of the Baltimore and Ohio road, as shown by the figures for the week ending July 1, 1857. The proportion of proceeds going to the Baltimore and Ohio road, as shown by the figures was \$1,882; of the New York Central, \$585; and of the Pennsylvania Central, \$176. —S. Louis Letter.

The extent of the actual loss attending upon the destruction of the Cincinnati and Great Western road last Thursday night will not probably exceed \$100,000. It is stated that the number of operatives who have been thrown out of employment will not fall short of four hundred and fifty.

THE MINNESOTA AND MISSOURI RAILROAD.—The "Nonpareil," of Council Bluffs, says that papers are on file in the recorder's office of that county showing that a loan of one million dollars has been secured in England by the M. and M. road for the completion of the road to Council Bluffs.

A young woman engaged in the millinery business in Cincinnati last day lost week owing from five to eight thousand dollars to merchants, and quite a comfortable sum in the East, having established a very good credit among all with whom she had dealings. Her efforts to find her lost money without success, thus far, and one of the "victimised" offers five hundred dollars for her recovery.

SALE OF SWAMP LANDS.—The swamp lands of this county were selling at the Secretary of State's office to-day at a brisk rate. They range from three to ten dollars per acre; average sales at from three to five dollars.

A man named Patrick Gallagher, and another, name unknown, were shot dead, last week. The parties had been engaged in a dispute.

As an evidence of the rapid increase of the freight business on the Northwestern (Va.) railroad, the Parkersburg Courier mentions the receipt per steamboat of three thousand barrels of flour at the depot there, for eastern shipment during one day last week.

Gladiators is about to be introduced in the cars of the Great Northern Railway Company, England. The matter will be placed in the bottoms of the cars, and filled by a flexible tube connecting with main pipes at every station.

Hon. Elias Brown died at his residence in Carroll county, Maryland, on Friday evening last. Mr. Brown has been in Congress, served several terms in the State legislature, and was a member of the convention that adopted the present State constitution of Maryland.

The traveling on the Memphis and Charleston road is rapidly increasing since a connection has been made with the eastern cities. Yesterday morning's train carried over two hundred and twenty passengers, one hundred being carried through passengers. The company made the net sum of \$2,000 on one train.—Memphis Enquirer.

It is stated that a deficiency covering some \$20,000 to \$25,000 has been discovered in the department of the New York Central Railroad Company, charged with receipts of money for freight live stock.

The Cox and Carmins of Russia are about to indulge in a summer tour like common people. They will travel in strict incognito, under the names of Count and Countess Borodinski.

**DIED.**  
In Brooklyn, N. Y., yesterday morning, Mrs. ERECKA M. de CUYPER, widow of the late Jacobus de Cuyper, recently of this city, aged about 20 years.

**THE ORGANIZATION AND MANEUVER OF**  
Steam Boats, by Captain Morrison, Royal Navy, 1 vol., London, 1856.  
The Marine Steam Engine, by Nain & Brown, 2d edition, enlarged, 1 vol., London, 1856.  
Questions on the Marine Steam Engine, and Examination Papers, by Nain & Brown, 1 vol., London, 1857.  
Boiler's Catechism of the Steam Engine, 2d edition, enlarged, London, 1857.  
Murray on Marine Engines, Steam Trenchard, and the Screw, 1 vol., London, 1857.  
Armstrong on Steam Boilers, 1 vol., London.  
Sewell on Steam and Locomotion, 1 vol., London.  
The Steam Engine, by J. H. B. Smith, 1 vol., London.  
Boiler Engineering, by Armstrong and Bower, 1 vol., London.  
The Steam Engine, by Pratt and Smith, 1 vol., London.  
The Indicator and Dynamometer, by Nain & Brown, 1 vol., London.  
The Marine Steam Engine, by Lord, Gordon, and Bower, 1 vol., London.  
Ravens on the Screw Propeller, 1 vol., London.  
The Indicator and Dynamometer, by Lord, Gordon, and Bower, 1 vol., London.  
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**OFFICIAL.**  
DEPARTMENT OF STATE.  
Washington, July 1, 1857.  
Information has been received at this department from A. M. Bythe, esp. the United States consul-general at Havana, of the death of Mrs. Margaret Johnson Viller (an American lady, and the widow of Louis Viller) at that place, on the 28th inst. (the 28th inst. being the day of her death). Her husband, Mr. Louis Viller, was a Frenchman, and her name, Mrs. Margaret Johnson Viller, was an American lady, and the widow of Louis Viller.

**Washington Branch Railroad.**  
On and after Sunday, 14th June, the express train which now starts at 4.30 will leave at 4.30, p. m., commencing on Sunday day.  
A train will leave Washington at 7 a. m., and Baltimore at 5.15, p. m. Other trains run as heretofore.  
J. E. PARSONS, Agent.

**NORTH AMERICAN REVIEW.** July number.  
Boston: Parker & Son, 2 vols., 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 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